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5 March 1981

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Worldwide Report

LAW OF THE SEA

No. 141

FBIS

FOREIGN BROADCAST INFORMATION SERVICE

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On behalf of all of us in FBIS I wish to express appreciation to our readers who have guided our efforts throughout the years.

5 March 1981

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No. 141

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FAO EXPERTS CRITICIZE MAURITIUS FISHING POLICIES

Port Louis LE MAURICIEN in French 19 Dec 80 p 4

[Text] On Mauritius, the fishing industry, which is a normal activity for an island like ours, must be the object of a package-deal for all parties involved: business managers, marine fishermen, trade union leaders and government. This is one of the major solutions recommended to the local authorities by two fishing experts from the Food and Agriculture Organization [FAO], Messrs U.N. Wikstrom (economist) and T. Kroepelien, adviser to the Seychelles Government, who came last September to study ways of putting the Mauritius fishing industry back on its feet.

While emphasizing the limits of fishing on the banks (Saya de Malha, Nazareth, Sudan and others)--the industry would become viable only in 1985--the FAO experts did not spare criticism of the government or the private sector for their inefficient "management," and much less the trade union leaders whose preoccupations, according to them, do not go beyond salary demands. The highlights of the FAO report were presented to the press yesterday by Minister Seetaram.

The study of fishing carried out by the FAO had become necessary due to the slow decline of several local companies whose boats operate on the banks. Five Mauritius boats are unemployed and the other three boats at present in operation bring in only poor catches.

The supply of fish from the banks has fallen from 3,000 tons annually to 2,200 tons. The Mauritius boats at present supply only 700 tons, while the Koreans supply 1,500 tons (that is, 15 million rupees). The objectives of the FAO mission were to determine the causes of this decline and to recommend to the government ways of finding marine sources of protein for local consumption within the framework of a National Fishing Company which must not be state-controlled.

The problems of deep-sea fishing in Mauritius, the experts noted, are neither biological nor technical, but rather human. The decline has basically been caused (1) by the lack of experience of the companies' management; the managers that are employed, according to the FAO, have very little or no experience in the fishing industry; (2) the use of second-hand boats which necessitates expensive repairs and a high cost of maintenance; and (3) the absence of a long-term plan, of harbor installations and ignorance on the part of the fishing companies of the government's efforts to perfect new fishing techniques.

The attitude of the government is equally deplorable. Although the minister omitted it, the report emphasized the fact that having no fishing policy and no plan of development for the banks to insure an adequate supply of fish has complicated its task by preventing it from taking the measures necessary to avoid the decline. The government was also not able to insure an adequate salary for the marine fishermen. There was a lack of communication between the government, the private sector and trade unions.

The mission said that there are no miracle solutions to solving the increasing problems of fishing on the banks.

No measure has been taken (except maybe by the Nazareth company, which is putting together a recovery plan). The solution must be found by all those concerned.

The mission has proposed some 20 solutions for the revival of the industry, including freeing the price of fish, allocating subsidies to the prices that have been applied locally, modernizing commercial fishing activities, canning the fish on Mauritius, and introducing new fishing techniques. As short-term solutions, it recommended that the control of fishing boats operating in the Indian Ocean must be carried out with the collaboration of all riparian countries; harbor installations must be improved by creating cold storage rooms, and qualified personnel must be recruited to train officers, engineers, managers and marine fishermen.

9592
CSO: 5200

WORLDWIDE AFFAIRS

FRENCH ADMINISTRATION OF INDIAN OCEAN ISLANDS REPORTED

Port Louis THE NATION in French 21 Dec 80 p 3

[Text] They are called "scattered islands," the five small islands under French sovereignty in the Indian Ocean.

The first island, "Juan de Nova," (15 square km) in the Mozambique Channel, approximately 150 km from the west coast of Madagascar, has a landing strip and several buildings used for meteorological purposes.

"Europa" in the Mozambique Channel, halfway between the African and Malagasy coasts, shelters a weather center. The area of the island covers approximately 20 square km; a landing strip accommodates small aircraft.

The third island, "Bassas da India," is a reef located in the southern part of the Mozambique Channel, 30 km from Madagascar. The island is totally submerged at high tide.

"Les Glorieuses" form an archipelago which includes "Grande Glorieuse" (3 by 3 km) and "Ile du Lys" (600 meters in diameter): This archipelago, located 220 km from Madagascar, has a weather station and a landing strip that are well kept up.

The fifth island, "Tromelin" (1.7 km long and 0.7 km wide) is located 530 km north of Reunion. On the island of Tromelin, there is an important weather station, since the island is situated right at the heart of the cyclone formation zone in the southwest Indian Ocean. It also has a small landing strip.

Meteorological and Scientific Use

France uses these islands mainly for meteorological and scientific purposes.

On the economic level, the exploitation attempts have been unsuccessful, whether on the tourist level (plan for a Club-Mediterranean on the "Glorieuses") or on the maritime level (guano on "Juan de Nova"). The remoteness and isolation of the islands are the main causes of failure. One must note, however, that the industrial breeding of turtles on Reunion is supplied from Tromelin.

Let us note also that these islands were uninhabited at the time France took possession: Tromelin (in 1761), Glorieuses (in 1892) and the three other islands (in 1896).

The administration of these islands is attached to the minister in charge of overseas [territories] and not to Reunion (1 April 1960 decree). The minister delegates his responsibilities to the prefect of Reunion, by a decree which is renewed each time there is a change of prefect. In this task, the prefect has an assistant: the director of meteorological services of Saint-Denis on Reunion.

9592
CSO: 5200

MINTOFF STATEMENT ON MALTESE-LIBYAN CONTINENTAL SHELF

LD141432 Valletta Radio Mediterranean in English 0700 GMT 14 Feb 81

[Text] The prime minister, Mr Dom Mintoff, made a statement in the House of Representatives on the continental shelf between Malta and Libya. Mr Mintoff said that Malta, instead of using force as Libya had done, raised the matter before the Security Council of the United Nations and Libya pledged to ratify and submit the case before the International Court of Justice, without mentioning any condition, by (?10th) December 1980. This, however, did not materialize. The prime minister said that the statement issued this week by the Libyan Popular Bureau for Foreign Liaison showed a serious lack of information, (?not only) concerning what the Libyan representative said in the Security Council but also concerning the official correspondence with the Maltese Government. In his statement the prime minister (?said in) the document exchanged between the two governments on (?26th) January 1981 Libya informed Malta that the agreement between the two countries on the continental shelf issue has been ratified by the basic people's congresses and that the next step was the exchange of documents of ratification in Valletta or in Tripoli. In its reply the Maltese Government proposed that the exchange of the instruments of ratification should take place in Valletta in the presence of a representative of the secretary general of the United Nations as early as possible. Mr Mintoff said [words indistinct] it is not true that Malta wanted the exchange to take place in New York. On 29th January, the Libyan Bureau for Foreign Liaison, for the first time, included a condition that no drilling was to take place in the disputed area. When the Maltese Government received the note it informed the United Nations secretary general that this condition was unacceptable because of a delay of almost 5 years from the date of the signing of the agreement. The Maltese Government then received a copy of a letter that the United Nations special representative, Diego Cordovez, sent to Libya in which he informed the Libyans that the Maltese Government (?proposed) that the exchange of instruments should be held in Malta on 16th February.

At the end of the statement the prime minister, Mr Mintoff, denied that the Maltese Government had been unwilling to (?proceed with moderation), fulfilling its pledge to the UN secretary general and the statement issued by the Libyan Popular Office showed that they did not have information of recent developments.

CSO: 5200

WORLDWIDE AFFAIRS

MAURITIUS PAPER ON REUNION OFFICIALS' VISIT TO TROMELIN

Port Louis LE MAURICIEN in French 23 Dec 80 p 4

[Text] The members of the General Council of Reunion--one of the authoritative bodies in this French overseas department--are visiting today the small island of Tromelin, under French occupation since 1954. They are apparently coming as if they owned the place, although the Mauritius Government has just included Tromelin on the list of its territories.

Is this a new scheme to show that Tromelin is still French and that the idea of someday returning the small island to Mauritius is out of the question?

Tromelin is located at 15 degrees 50 minutes south latitude and 54 degrees 29 minutes east longitude, that is, 535 km north of Reunion and 450 km east of Madagascar. The small island is managed by the Prefecture of Reunion.

The small island, approximately 1,600 meters long and 200 meters wide, is inhabited by a team of weather men and technicians. They are five in number and are responsible for the weather station that was built on the island. According to Roger Serre (LE QUOTIDIEN DE LA REUNION--22 December 1980), a concrete building was set up and the 1,100-meter landing strip can accommodate larger aircraft such as the "Nord-Atlas." The beacon has been made cyclone-proof and an automatic solar energy lighthouse has been installed.

9592
CSO: 5200

MARITIME EXPERTS DISCUSS POLLUTION CHECK

Philippines DAILY EXPRESS in English 29 Jan 81 p 7

[Article by Hector M. Saquin: "Maritime Experts Discuss Moves To Check Pollution"]

[Text] Delegates from 11 countries from Asia and the Pacific are meeting in Manila this week to assess the extent of marine pollution in the ports, harbors, and waterways in the regions.

Organized by UNESCO's Intergovernmental Oceanographic Commission and the local National Committee on Marine Sciences, the conference is the second international workshop on marine pollution in two months.

Last November, another United Nations organization--IMCO--also conducted an international workshop on marine pollution with the Philippine Coast Guard as the local host.

Elected chairman of the current conference appropriately dubbed WESTPAC task team was Dr Yasushi Kitano of Japan.

Elected rapporteur was Dr Brian S. Morton of Hongkong, one of the busiest ports in Western Pacific.

WESTPAC envisions establishing an "International Mussel Watch" (IMW) similar to the one organized in the eastern Pacific region, particularly in the seaboard visited by watercraft. Some 106 monitoring stations were organized around the US, measuring the amount of water pollution by observing the non-degradable heavy metals and hydrocarbons absorbed by certain species of shellfish.

"The IMW envisioned to be organized in the western Pacific region could be an integrated national program involving all countries in East Asia," according to Mario Manansala, chairman of the National Committee on Marine Sciences.

"The data collected by national agencies such as the National Operation Center for Oil Pollution of the Philippine Coast Guard could be collated monitor trends in the Pacific waterways, recommending such remedial and punitive measures as necessary in each country in the region," Manansala said.

D. J. H. Philips of Hongkong, who made a prior study of water contamination in East Asian seas, said that trace metals and organochlorines (chlorinated hydrocarbons) have been widely recognized as high-risk contaminants in aquatic ecosystems.

"Both these groups of contaminants are essentially conservative in nature and exhibit high affinity for biological material. The latter characteristic is based on rapid uptake of these pollutants by biota, and slow excretion (long biological half-life)," inferring the risk of these pollutants being taken or absorbed by man.

CSO: 200

BRIEFS

PAKISTAN SEIZES TAIWANESE BOAT--A Taiwanese fishing trawler was seized by a Pakistan Navy ship while fishing within 30 miles of Pakistani territorial waters on Jan 29 last. All its 17 crew members are detained aboard the fishing trawler which is anchored near Baba Bit island. Authorities have seized the catch (about 20 to 30 tons of shrimps) which will be auctioned at the Karachi Fish Harbour under the supervision of SDM Harbour today. [Text] [Karachi DAWN in English 9 Feb 81 p 12]

CSO: 5200

COAST GUARD, NAVY ON ALERT FOR FOREIGN TRAWLERS

Madras THE HINDU in English 3 Feb 81 p 12

[Text] The Centre has alerted the Coast Guard organisation and the Navy to be on the alert to prevent foreign trawlers from intruding into the territorial waters off Valinokkam in Ramanathapuram district.

This was indicated by the Finance Minister, Mr. V. R. Nedunchezhian, in the State Assembly on Monday while making a statement in response to a calling attention motion tabled by Mr. S. Sivaswamy (CPI) on the clash near Valinokkam between the fishermen of Ramanathapuram and Taiwan.

The Minister said the Centre had informed Tamil Nadu that it was taking steps to bring in legislation to prevent fishing by foreign trawlers on Indian territorial waters.

He said a southern Coast Guard was now operating in Mandapam area in Ramanathapuram and steps were being taken to make it a permanent feature.

The Minister said two Taiwanese trawlers were seized in June last by the Navy and brought to Tuticorin port. They were, however, freed on instructions from the Centre but Rs. 2.50 lakh worth of fish stored by the Taiwanese trawlers was auctioned.

CSO: 5200

NEW GUNBOAT LAUNCHED TO PROTECT COASTAL WATERS

Calcutta THE STATESMAN in English 4 Feb 81 p 3

[Text] The sixth Seaward Defence Boat, out of the seven ordered by the Ministry of Defence was launched by the Garden Reach Shipbuilders and Engineers on the Hooghly in Calcutta on Tuesday. Miss Rama Mazumdar, secretary, Commerce and Industry, West Bengal, launched the vessel and said it was a matter of pride that the Garden Reach workshop was meeting defence needs to a certain extent and helping to "push" forward exploitation of the country's marine resources.

Commodore A. K. Sarkar, Chairman and Managing Director of the workshop said demand for the gunboats was increasing after the extension of the national jurisdiction of India over 200 miles of the sea which was the exclusive economic zone. It was estimated that India had 200 million tons of offshore oil reserve and 18,000 cubic metres of natural gas reserves. Considering these mineral resources, India had a "thinly" spread naval force compared to the vast area and assets to be protected, he said. There were frequent complaints from the fishing industry about regular poaching by foreign trawlers.

There was therefore a growing feeling among senior officials that naval hardware should rapidly be augmented to meet the challenge. A repair yard which was being set up at Haldia would provide an opportunity for maintenance of the naval and coastguard fleet in the eastern sector, he said. Till now the Navy had its own repair yard at Visakhapatnam only.

The boat, which was named Seaward Defence Boat, Number: T 56, is fitted with a modern radar, sonar, echo sounder, magnetic compass and other communication and signalling equipment. It is equipped with light armament.

CSO: 5200

COSTA RICA

RIGHTS OVER MARINE RESOURCES DEFENDED

San Jose LA REPUBLICA in Spanish 20 Dec 80 p 8

[Editorial: "The Tuna War"]

[Text] Eight countries met in Santa Marta on the occasion of the anniversary of the death of Simon Bolivar and signed a declaration in which they urged the United States to put an end to what the press has called the "Tuna War," referring to the offshore territorial claims of 200 miles adopted by maritime countries.

There is little cause for optimism as to the answer that the United States Government, which in a few more days will be headed by Mr Reagan, will give to that petition, inasmuch as the president-elect of that powerful country in the North has emphasized that he will implement a policy tending to strengthen the opportunities and economic conditions of the American people, which would imply a movement in the direction of conquests rather than of concessions.

Countries with weak economies, in this case the Latin American countries, are struggling to find new sources of wealth which they can exploit within their financial limitations. One of those sources is the ocean, which they are unfortunately unable to exploit as widely as their territorial claims extend, a situation which powerful nations take advantage of by taking those riches for themselves. This situation is a consequence of economic inequalities among countries and consequently, the solution to the problem does not call for an act of force or a display of power, but rather for an act of justice and of cooperation among nations.

Costa Rica has already engaged in some skirmishes in the defense of her offshore territorial claim of 200 miles, but she has done it under the threat of and with the consequences of economic reprisals that the big neighbor can impose on her as lender, consumer of our raw materials, and supplier of most of our capital goods and quite a few of our consumer goods. Under this unequal relationship big powers must realize that if they do not encourage the well-being of smaller countries these may succumb to despair caused by the conviction that it is in the interest of the big powers that prices are always fixed too high for the goods they import and too low for the raw materials they export.

In the same way that nature favored some regions with petroleum, she made the seas close to several Latin American countries rich in tuna, a wealth that they are in no position to exploit because of economic realities. If big powers, instead of taking advantage of this situation by extracting from Latin American territorial waters the riches that those countries are unable to catch for themselves, trained them on how to exploit those resources, benefits could be drawn for everybody. Otherwise, the big powers will have to come later on to put out the fires that will threaten to engulf them too.

ECUADOR

BRIEFS

U.S. FISHING BOAT FINED--Navy sources headquartered in the Galapagos Province zone reported that the U.S. trawler "Rose-B," which was captured last Thursday 90 miles away from the Colon archipelago, was fined \$800,000 by the director of fishing. The "Rose-B," one of the largest trawlers in the world, had nearly 700 tons of catch in its hold at the time of its capture. It is now at the disposition of the naval zone until the fine is paid. This is the first foreign trawler captured so far this year and the application of the fine coincides with the inauguration of new U.S. President Ronald Reagan, who warned during his campaign that if captures like this were carried out during his administration, he would order that fishing boats be put out under military escort to prevent their being detained while fishing. The fine amounts to 20 million sucres, reports the daily EL UNIVERSO in today's issue. [Text] [PA211844 Quito Voz de Los Andes in Spanish 1730 GMT 21 Jan 81]

CSO: 5200

KUWAIT

BRIEFS

OIL POLLUTION TREATY--A decree was issued approving Kuwait's joining of an international treaty over the right to interfere in case of an accident causing oil pollution on the high seas. The treaty was drawn up in Brussels in November 1969, and covers the right of member countries to interfere and take necessary measures to protect their coasts and to prevent or reduce the damage that might occur as a result of pollution. [Text] [Beirut THE ARAB WORLD WEEKLY in English 31 Jan 81 p 8]

CSO: 5200

PIRACY AT PORTS AFFECTED BY SECURITY FORCE PROBLEMS

London WEST AFRICA in English 2 Feb 81 p 248

[Text] Nigeria Committee of Shipping Trade Group of Nigerian Chamber of Commerce and Industry has expressed concern over reports of increased piracy on Nigerian ports. Reports have been filed to the Nigeria Ports Authority, the Police and the Ministry of Transport following recent attacks on ships berthing in the shores.

Recent attacks have become so frequent and vicious that shipping companies, fearing huge insurance claims, have threatened to off-set possible losses through increased freight fares.

In an interview with the Business Times, a senior executive with Woermann Lines said the pirates have been in existence for a very long time, 'but they have become more daring and attack even in broad daylight, which is more than we have experienced in other ports of West Africa and elsewhere.'

He disclosed that between December 31, 1980 and January 4, 1981, pirates attacked M V ULANGA and other ships of their line four times, making away with valuable goods such as motor spare-parts, tyres and on a previous voyage even food stuffs.

He said that their goods were mostly auto spare-parts, high value food stuff such as diabetic vegetables, motor tyres, lubricating oils, project cargo for joint ventures with both the Federal and State Governments and CKD parts.

The shipping trade group took the matter to higher quarters and on November 28, 1980 their delegation met the Inspector General of Police to discuss ways

and means of providing a daily patrol for the port area.

Both the Nigerian Ports Authority and the Ministry of Transport appear to have left the problem to be solved by the police.

The NPA's 1,700-strong security force had been in charge of the ports in the country along with the Police and other armed services for more than five years. Around 1977 there were moves to merge the force into the Police Force as a government directive demanded that only trained Policemen should be in the Ports.

In 1978, the staff Union of the Port security took the NPA to the National Industrial Arbitration court and the court declared the attempt to deprive them of their jobs illegal.

As the situation stands now, the security force remains disbanded and some of their senior officers have been retained to continue issuing port passes while the rest still receive their salaries monthly without doing any job in the port.

Shipping company executives said that they have a strong suspicion that inside information might be going to the pirates from either the NPA or the Customs officials since they hand over their ships manifests only to these two departments on arrival but now notice that the pirates head straight for containers with highly valuable goods.

CSO: 5200

NIGERIA

MEASURES TO COMBAT PIRACY INCLUDE PORT SECURITY TEAM

Lagos BUSINESS TIMES in English 10 Feb 81 p 24

[Text] The problems of port insecurity in all the major ports of the Federation are now being tackled with greater vigour by a combined team of the Nigerian Ports Authority (NPA) the Nigerian Police Force, the Nigerian Navy and men of the Customs.

Among the many problems in the ports, the most pressing one today appears to be increased pirate attacks on Nigeria bound ships along the Lagos Channel Waters and right inside the Apapa, Tin Can Island and even the hinterland ports such as Warri, Port Harcourt and Calabar ports.

In the recent past, notably within the months of November and December 1980 and January 1981 complaints by ship captains and shipping company officials have increased and reports of losses of whole container-loads of goods ranging from expensive colour TV sets, Auto Spare parts, other electronic equipment and even foodstuffs have gone out to every level of authority within the Nigerian port Administration.

At the Apapa Port, it is reliably understood that the Port Security Committee headed by the port manager Mr. R.T.S. Hart and comprising the NPA, Police, Navy and Customs have increased their efforts to increase security.

A member of the Committee disclosed to the BUSINESS TIMES that NPA staff, with the Police, man the gate to checking port passes and register vehicles that enter the port premises, while the Navy and Customs have acquired more patrol boats for use inside the port and channel waters.

Our source said the strength of the Police in the port of Apapa now stands at officers, 9 Traffic Wardens and 130 other ranks, bringing the total to 142 Police Officers.

When reminded that this number was hardly adequate, considering that the disbanded NPA Security force consisted of over 400 men in Apapa port alone out of the total 1,700 men, with the addition of Soldiers, Police, Navy and Customs at the time of the Military Government, he admitted that the Police could do with 100 more men and contended that 242 policemen and a supplementary number of Navy and Customs Officials all trained and disciplined men, will be more effective in the ports than hundreds of quasi trained security men.

In Port Harcourt port, reports say the police have been ordered to shoot Pirates on sight. But this can be only a temporary palliative as not all the present police strength in the ports do active coverage of the port area.

Some run their Police Station, others attend Court as prosecutors, some are at the gate and taking the shift system into consideration only about one score or less Police Officers can be on hand to cover the thousands of metres of Quay length at any one time.

CSO: 5200

SEYCHELLES

SEIZURE OF JAPANESE TRAWLER REPORTED

Victoria NATION in French Jan 81 pp 1, 2

[Text] Hideo Kamiishi, captain of the Japanese Trawler "Sumi Maru 25" caught in the act of fishing illegally inside the exclusive Seychelles maritime economic zone, appeared Thursday afternoon before the court at the same time as its owner, Masayoshi Shosi, represented by Jamshed Pardiwalla acting in the name of the Allied Agencies Company.

During yesterday afternoon's court hearing which at about 1600 was deferred to this morning, both men admitted the actions with which they are charged and pleaded guilty. This morning both men will appear again before the court which will pronounce the appropriate penalties.

Successful operation at 900 km from Mahe

The surveillance and interception operation began when the 450 ton "Sumi Maru 25," equipped with a crew of about twenty men, was sighted on Friday afternoon by the crew of the reconnaissance plane "Defender," piloted by Francois Jackson and student pilot Gilbert Bouchereau, on a permanent routine mission approximately 280 km north of the Cosmoledo island of the Aldabra group, in deep water inside our exclusive economic maritime zone.

The vessel was sighted in a zone where many South Korean boats were fishing by the reconnaissance plane which carries a list of the total number of boats which have been issued fishing licenses by the Secheylois authorities.

As this trawler did not appear on the reconnaissance plane crew's list, the latter confirmed to the Mahe control center again that they did not have a fishing license which was very evident since no Japanese fishing boat had been issued one this year.

The "Defender," after having confirmed this illegal fishing in the interior of our economic zone, ordered the trawler to head for the Astove island, which had a landing strip, an order which was ignored the first time before they sailed to Astove, which is situated 976 km south west of Mahe.

Arriving in Astove on Saturday morning, the trawler was berthed under surveillance while the captain and the deck officer went ashore on the island to reply to the questions of the control service headed by Captain Flowers.

Still on Saturday morning, the patrol vessel "Topaze," under the command of Captain Paul Hodoul, sailed from Mahe to Astove. Arriving the following day, the "Topaze" left Astove on Monday morning to accompany the boat and its crew under escort to the port of Mahe in order to turn them over to the police authorities.

We were informed by the services concerned that the crew had cooperated after the boat had been boarded.

When the trawler was boarded it had 90 tons of tuna on board and the fishing service wishes to point out that all foreign ships cannot fish in the interior of the exclusive maritime economic zone without paying for a fishing license amounting to approximately 20,000 rupees per month in favor of the Sechellois state.

This safeguarding action should be credited to the account of the security services of the country in the broadest sense of the term as the need for its presence at the cost of long and priceless efforts is clearly indicated.

7993
CSO: 5200

SOUTH AFRICA

NEW LAW GIVES MORE CONTROL OVER TERRITORIAL WATERS

Johannesburg RAND DAILY MAIL in English 4 Feb 81 p 4

[Text]

THE ASSEMBLY. — The Prevention and Combating of Pollution of the Sea by Oil Bill went through all its stages in the Assembly yesterday.

The Bill makes provisions which incorporate the main principles of the International Convention on Civic Liability in South African Law, the Minister of Transport Affairs, Mr Hendrik Schoeman, said. They are:

- The owner of a ship carrying oil in bulk as cargo is strictly liable, barring certain limited exceptions, for any pollution damage caused by oil which has escaped or been discharged from his ship.
- The owner of such a ship shall be entitled to limit his liability under the convention, unless the incident occurred as a result of the actual fault or privity of the owner.
- The owner of a ship carrying more than 2 000 tons of oil in bulk as cargo shall be required to maintain insurance or other financial security in the sums fixed by applying the limits of liability prescribed in the convention.
- Any claim for compensation for pollution damage may be brought directly against the insurer of the owner's liability.

The Bill also gives the Minister wide powers to deal with pollution and vessels causing or threatening to cause pollution in SA waters.

It prevents ships from entering or leaving South African harbours or seaward installations without certificates proving the vessels have valid insurance or financial security to cover any losses or damage caused by oil pollution originating from them.

The same provision applies to all South African registered ships in foreign waters.

The Minister is also empowered by the Bill to seize and hold any culprit vessel against payments due for damage or loss it may be responsible for through pollution.

He is given further powers to force manufacturers to supply materials required to fight pollution and to reimburse them later with the costs and a fair percentage of profit to be decided on.

Mr Schoeman was asked by the Progressive Federal Party spokesman on Transport, Mr Rupert Lorimer, that the South African National Foundation for the Conservation of Coastal Birds (Sanccob) be recompensed for their often considerable efforts to save penguins and other birds from the effects of oil pollution.

The foundation's chairman, Mr Kent Durr (NP Maitland) described the extent of the threat of pollution to the bird population, particularly penguins, along South Africa's coast and Mr Schoeman replied that consideration would be given to an annual subsidy for the organisation.

Mr Nigel Wood (NRP Berea) suggested the Government consider converting old ships to mechanical oil retrieving vessels which could get to oil slicks quickly and remove the bulk of oil through vacuum systems, thus reducing the need for harmful dispersants and emulsifiers.

Mr Schoeman pointed out that mechanical oil retrieving systems were restricted by weather but that his department would pay attention to the suggestions.

Mr Wood also suggested more research to find less harmful emulsifiers and dispersants as these often did more damage than the oil itself.

The Bill was supported by both opposition parties in all its stages. — Sapa.

CSO: 4420

TANKER OIL POLLUTION CONTROL, EFFECTS UNDER STUDY

Johannesburg SOUTH AFRICAN JOURNAL OF SCIENCE in English Dec 80 pp 534-535

[Article by P. Chapman and R.J. Watling]

[Text]

South Africa is strategically situated on one of the world's busiest shipping lanes with the Cape of Good Hope (latitude 34°21'S) and Cape Agulhas (latitude 34°50'S) extending far into the Southern Ocean. Each year some 8 000 ocean-going vessels round the Capes, approximately 2 500 of these being tankers carrying about 600 million tonnes of oil from the Middle East to Europe and America. Clearly, a significant oil-pollution threat exists along the coast of Southern Africa.

During 1968, four separate incidents, together involving the loss of 80 000 tonnes of crude oil, focused attention on the need for a tanker-routing scheme around the Cape. Consequently, in 1969, a proposal for tanker routing was submitted by South Africa to the Inter-Governmental Maritime Consultative Organization (IMCO). The scheme was accepted and in 1971 tanker separation zones, such as that shown for the East London coast (Fig. 2), were implemented.

However, in 1973, these zones were abandoned following a series of accidents. Instead, it was 'recommended' that tankers carrying oil in excess of 0.5% of their dead-weight tonnage should maintain a distance of not less than 19 kilometres from a line drawn between selected Capes on the South

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African coast (Fig. 1). Laden tankers engaged in the replenishment of cargo, stores or personnel could, if necessary, proceed further inshore. However, they were required to cross the main direction of traffic flow at 90° (as far as was practicable) and proceed to and from the required distance of 19 kilometres offshore by the shortest route.

Since 1972 it has been the responsibility of the Department of Transport to prevent and combat oil pollution in South African waters. It was decided that, in the event of a tanker accident, the salvage of the tanker with as much oil on board as possible should have first priority. Two tugs, the *John Ross* and the *Wolraad Woltemade*, were therefore constructed together with five purpose-designed vessels, S4 *Kuswag I-V*, which could act as both search platforms and as dispersant vessels. An infrastructure was thus established which could react immediately and positively in the event of an oil spill.

The effectiveness of this organization was tested severely in December 1977 when the *Venpet* and *Venoil* collided 60 kilometres offshore of Plettenberg Bay. This collision resulted in the loss of 21 000 tonnes of Iranian crude oil and 3 000 tonnes of bunker oil from the *Venoil* and of 6 000 tonnes of bunker oil from the *Venpet*. The movement of the oil slick was monitored daily and, after an erratic journey dictated predominantly by wind speed and direction, the oil beached between Still Bay and Plettenberg Bay on 29 December (Fig. 3). About



Fig. 1. Tanker approach limits to the South African coast, 1973 and 1979

400 000 litres of Chemserve OSE-DH and small volumes of BP and ICI concentrates were sprayed on the oil at sea, but this had little effect once the oil had emulsified.¹

Fortunately the oil came ashore during a period of high spring tides and consequently caused little damage to the rocky shore flora and fauna. Because the oil had been at sea for about 13 days, the more toxic volatile components had evaporated with the result that mortality was caused mainly by smothering. Physical breakdown of the oil occurred rapidly because of the energetic surf action and recolonization of affected areas followed swiftly. Unfortunately, damage to beaches and estuaries was more severe. The Great Brak River and Little Brak River (Mossel Bay) were inundated with oil. For example, an estimated 3 000–4 000 tonnes of emulsified oil entered the Little Brak River, some being carried as far as three kilometres upstream. The oil, together with sand entrained during its passage through the surf zone, sank 36 hours later, forming a layer up to 1.5 metres in depth and causing mass mortalities among bottom-dwelling fauna.

This incident led to the realisation that there was an almost complete lack of knowledge concerning both the movement of oil slicks at sea and the effects of oil and oil dispersants on the indigenous biota of South Africa. Discussions between the Cooperative Scientific Programmes Unit of the CSIR and the Department of Transport

led to the establishment of a National Oil Pollution Research Programme. Research would be financed by the Department of Transport and directed by the Steering Committee for Oil Pollution Research.

The greater part of this research will be undertaken at the Sea Fisheries Institute of the Department of Agriculture and Fisheries. An aquarium has been constructed at Sea Point, Cape Town, where tests on the toxicities of oil, oil dispersants and mixtures of oil and dispersant will be undertaken using a variety of indigenous fauna. The aquarium has facilities for both static and flow-through experiments. Water temperatures can be controlled between 5° and 30°C which will enable west coast (cold water) and east coast (warm water) organisms to be tested simultaneously.

Initial experiments will be concerned with the toxicity of oil dispersants. At present the SA Bureau of Standards' test for toxicity is based on the old United Kingdom test using *Crangon*, an organism not found in this country. Furthermore, the test is not carried out in this country, which is obviously an unsatisfactory state of affairs. It is considered that the latest UK toxicity test² would be better suited for this purpose and that a local organism should be used. Preliminary tests have shown that the shrimp, *Palaeomon pacificus*, which is found between Luderitz and East London,³ appears to be a suitable organism, both because of its availability and because it

reacts similarly to *Crangon* at the oil and dispersant concentrations used in the standard test. The use of this species will facilitate comparison with the results reported in the international literature. Although static-water tests are not favoured by many scientists, such experiments will be needed in order to establish the relative resistance of various members of the South African biota to the oil and dispersants which will be used throughout the research programme. Of greater importance, however, will be the continuous-flow experiments designed to examine the accumulation and toxicity of oil and dispersants on selected, commercially valuable species such as the crayfish, *Jasus lalandii*, and the planktonic eggs and larvae of fish. This research takes on even greater significance when it is remembered that the area most likely to be affected by oil spills, the Southern Cape coast, is also a region of high fish productivity.³ Experiments using the burrowing mud prawn, *Callianassa*, will also be carried out as this species is an important member of the estuarine food chain. *Callianassa* may also play a part in the incorporation of oil into the sediment column, such oil becoming a long-term pollutant.⁴

The effects of oil on sea birds, particularly on the Jackass penguin, *Spheniscus demersus*, which breeds on eighteen islands off the coast of South Africa and Namibia, and the efficiency of certain cleaning procedures are being studied in the Zoology Department, University of Port Elizabeth. Initial results indicate that oiled penguins die from hypothermia at sea when the oil renders the insulating characteristics of their feathers ineffective, and that those penguins which make their way back to islands die from the toxic effects of the oil ingested when they preen their oiled plumage.⁵ It has been shown that, although oil pollution possibly remains the greatest single factor associated with adult penguin mortalities, considerable success with rehabilitation attempts can be achieved when oiled birds are cleaned carefully and maintained before being released.⁶

The effects of oil on estuarine ecosystems are also being studied in the field and laboratory at the university. For example, selected areas in the Swartkops estuary have been oiled artificially and the effects of this on the biota are being monitored. In addition, the effects of oil on the physical conditions of sandy beaches and on beach fauna are being studied in detail in the laboratory.

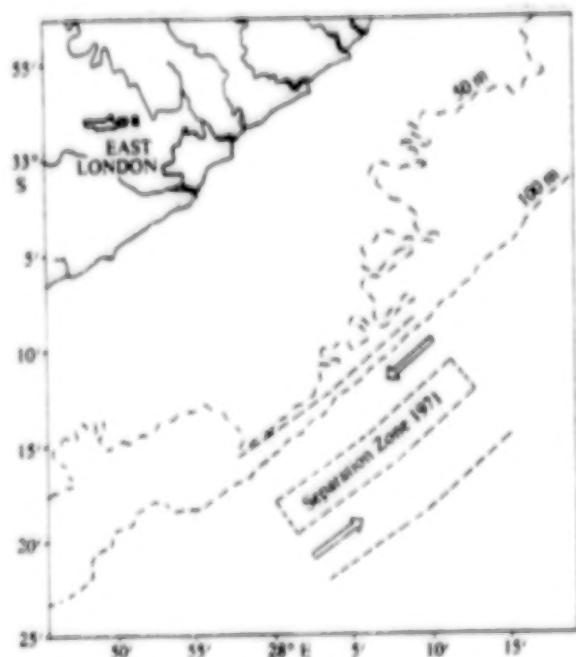
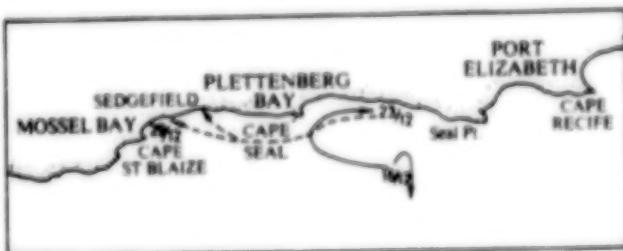


Fig. 2. Tanker separation zones off East London, 1971.

Fig. 3. Fate of the oil from the *Venoi-Venpet* collision, December 1977.



in order to quantify the damage caused by inundation following an oil spill.

Members of the Department of Engineering, University of Stellenbosch, are investigating the design of booms for use in regions of high current and wave action. They are particularly interested in the efficiencies of such structures in containing oil slicks with the aim of preventing the oil from reaching biologically sensitive coasts, including estuaries. This study is obviously of extreme importance when one remembers what happened to the Little Brak River in 1977.

Although some of this research has reached a stage where results will soon be interpretable, there is still much to be done before quantitative data will be available. The aquarium facility at Sea Point is only just operational and it will be some months before we are able to test the effects of oil and dispersants on our own fauna and flora. Nevertheless, in view of South Africa's

critical position on the tanker routes, it is obvious that this work will gain increasing importance. It is to be hoped that on the next occasion that oil reaches our vulnerable coast we will have sufficient knowledge of its effects on the biota and their habitat to be able to institute an effective clean-up procedure.

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'MORGUNBLADID' ON FISHING TREATY WITH FAEROE ISLANDS

Reykjavik MORGUNBLADID in Icelandic 16 Jan 81 p 16

[Editorial: "Agreement With Faeroe Islands"]

[Text] Agreement has been reached with the Faeroe Islands on Faeroese fishing within the Icelandic 200-mile jurisdiction this year. The agreement is, by and large, the same as before. There is uncertainty on the capelin catch with respect to fishing quotas, which is only to be expected in view of the weakness of the banks. The agreement is aimed at having the Faeroese fish for bottom fish in more areas than before since they are now required to take half the agreed upon catch, 17,000 tons, west of the north-south line extending through Grimsey and Dyrholaey. There is nothing about reciprocity in the agreement except concerning Gadus poutassou, and each country may catch 20,000 tons of that fish in their jurisdictions. Much more is said about rockall in the agreement on jurisdiction.

There are now in force agreements that authorize fishing within the Icelandic fisheries jurisdiction by three foreign countries, Belgium, the Faeroe Islands and Norway. In each case the main emphasis has been on limiting fishing of cod by these countries, and thus the Faeroese may only catch 6,000 tons. These agreements are important, each in its own way, and we have no reason to annul them as things stand now. The Faeroese have a special connection with the European Common Market, and Belgium is a member. Thus our agreements with those two countries should be useful to us in the discussions of fisheries protection measures with the Common Market that are still underway.

It has been reported that Denmark has made Poul Dalsager, Danish minister of agriculture and ocean resources, successor to Finn Gundelach on the Common Market Executive Committee. Gundelach was the highest Common Market official for fisheries. He appreciated the Icelandic point of view and showed Iceland understanding in his difficult work. Denmark has often shown itself friendly to us within the complex of the Common Market administrative system and Poul Dalsager is thoroughly acquainted with North Atlantic fisheries issues. The Common Market was unsuccessful in its aim of forming a common fisheries policy at the beginning of the year, and as long as no such policy has been formulated agreements between us should last a while. Nonetheless it is necessary to decide, as soon as possible, what is to be done about the capelin catch in the Greenland jurisdiction.

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